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TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	7.10
Yauwatt...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	7.19
Shatin...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	7.31
Taipei...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	7.44
Taipei Market...Dep.	7.31	9.53	11.08	12.38	1.53	5.13	7.48
Fanning...Dep.	7.38	10.03	11.18	12.45	2.03	5.24	7.55
Shungshui...Dep.	7.46	10.07	11.22	12.52	2.07	5.28	7.58
Shumshui...Arr.	7.43	10.13	11.28	12.58	2.13	5.34	8.03

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumshui...Dep.	7.51	9.05	10.20	11.40	3.00	4.17	6.08
Shungshui...Dep.	7.59	9.13	10.28	11.47	3.07	4.24	6.15
Fanning...Dep.	7.53	9.16	10.49	11.51	3.11	4.28	6.19
Taipei Market...Dep.	7.43	9.36	10.59	12.02	3.21	4.38	6.29
Taipei...Dep.	7.46	9.30	11.04	12.07	3.25	4.42	6.33
Shatin...Dep.	7.59	9.43	11.17	12.21	3.38	4.55	6.46
Yauwatt...Dep.	8.12	9.55	11.29	12.33	3.50	5.08	6.59
Kowloon...Arr.	8.30	9.03	11.37	12.41	4.08	5.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	7.10
Yauwatt...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	7.19
Shatin...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	7.31
Taipei...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	7.44
Taipei Market...Dep.	7.31	9.53	11.08	12.38	1.53	5.13	7.48
Fanning...Dep.	7.38	10.03	11.18	12.45	2.03	5.24	7.55
Shungshui...Dep.	7.46	10.07	11.22	12.52	2.07	5.28	7.58
Shumshui...Arr.	7.43	10.13	11.28	12.58	2.13	5.34	8.03

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumshui...Dep.	8.12	9.38	11.40	3.00	4.17	6.08	
Shungshui...Dep.	8.19	9.45	11.47	3.07	4.24	6.15	
Fanning...Dep.	8.23	9.49	11.51	3.11	4.28	6.19	
Taipei Market...Dep.	8.33	10.09	12.02	3.21	4.38	6.29	
Taipei...Dep.	8.37	11.04	12.07	3.25	4.42	6.33	
Shatin...Dep.	8.51	11.17	12.21	3.38	4.55	6.46	
Yauwatt...Dep.	9.03	11.29	12.33	3.50	5.08	6.59	
Kowloon...Arr.	9.11	11.37	12.41	4.08	5.11	7.06	

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	12.20	6.25			
Shumshui...Arr.	8.40	12.25	1.15	7.20			

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	12.20	6.25			
Shumshui...Arr.	8.40	12.25	1.15	7.20			

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Shake well, strain and serve.

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Special for Ladies.
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One tablespoonful of Grenadine Syrup
Juice of half a Lime
In a glass filled with ice
Shake well and serve in cocktail glass.

BACARDI DUBONNET COCKTAIL

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One half jigger DUBONNET
Juice of half a Lime
One teaspoonful of Grenadine Syrup
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Shake well and serve.

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(SWEET)

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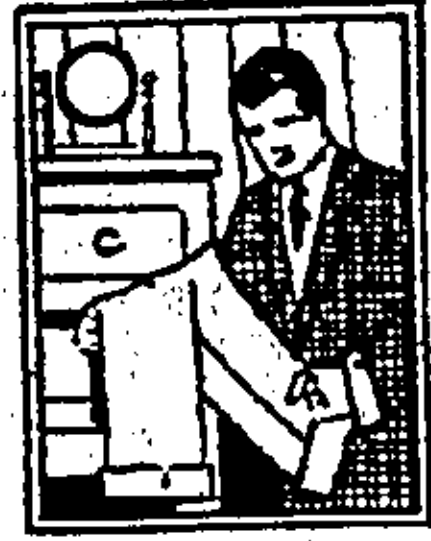
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MARRIAGE IN THE NAVY.

(By Lieut. Commander the Hon. J. M. KENWORTHY, R.N., M.P.)

My Lords, Commissioners of the Admiralty and their permanent civilian assistants have been opposed to marriage in the Navy ever since the Navy Office was established.

Senior officers of the old school were equally hostile to matrimony in all ranks and ratings of the service. With the increased stationing of ships in home waters to meet the German menace and the withdrawal of the foreign squadrons, this feeling died away to a certain extent as regards the sea-going captains and admirals. But in the first years of my own service in the Navy, and up to about 1910, it was a tradition in the Service that an officer who married before being promoted to post-captain was ruined, so far as his career was concerned.

No captain would take a married commander if he could help it, and no commander of a sloop or gunboat would have a married first lieutenant.

THE SAILOR'S WIFE, HIS SHIP.

The idea was that a naval officer should be married to his ship, and that bigamy was to be discouraged.

The one exception was that of the Flag-lieutenant, personal aide-de-camp to an admiral, who, by tradition, was expected to marry the admiral's youngest daughter. Thereafter his father-in-law looked after his promotion. Other officers who were rash enough to marry while comparatively young tried to get gunboats and other small commands where promotion was not good but the pay for an officer in command better, or retired into the coastguard service.

Some change took place on the introduction of torpedo-boat destroyers and submarines into the naval service. These provided more separate commands for junior officers, and also higher pay on account of the arduous and specialised nature of the service.

A wave of matrimony spread through the destroyer and submarine services, to the horror of the old-fashioned sea officers and the distress of the Admiralty. But the spell was broken, and by the outbreak of the Great War the old tradition as regards the Navy at sea had been impaired.

It was the same with the bluejackets. Marriage was not recognised by the Admiralty except that seamen as a special concession were allowed to allot from their pay by arrangement with the paymasters. The widow of a seaman killed on duty in peace time was not, and is not now, entitled to any pension. Grants could be made as indulgence allowances. The widows' pensions for officers were miserably small, and were in the nature of indulgence allowances also.

BARRACKS FOR BACHELORS.

Whereas all barracks built for the use of his Majesty's Army have married quarters, and soldiers and non-commissioned officers married "on the strength," are suitably housed with their wives and families, no such provision is made for the Navy.

At the three chief dockyard ports of Portsmouth, Chatham, and Devonport excellent modern barracks have been provided for naval ratings entering, training on shore, or awaiting ships, and generally speaking these are far superior in accommodation and modern equipment to those provided for the Army.

They were completed only a few years before the war, and are excellently designed for a bachelor service. There are no married quarters, and rules as to the men housed in them sleeping out are strict.

There are no indulgence passages for the wives and families of officers or men, as in the case of the Army and the Air Force.

Only the wealthier of the married officers can possibly have their wives with them on foreign stations, and none of the warrant officers, petty officers, or men are able to bring their wives abroad, although they may be away for a three, four, or five years "foreign" commission.

This has meant, and means to-day, years of separation. I have known married naval officers returning home after service abroad complete strangers to their own children, who were actually afraid of their fathers. It is a fact that the great majority of naval marriages turned out, and turn out to-day, very happily. This is probably due to the fact that, in view of these disabilities and discouragements, young people have to be very much in love with each other before they marry in the Navy.

The cynical avow that the long separations prevent them from getting tired of each other.

The War made a breach in Admiralty practice. It was necessary to grant separation allowances to the married men of the Army.

The old percentage of married men allowed "on the strength" had to be departed from in view of the large number of married recruits entering for the War. To a lesser extent the same thing applied to the Navy. A great many recruits entering the Navy for the War were married, and it was impossible for their families to be maintained on the naval rate of pay, especially as the men, like the officers, have always had to supple-

ment their rations out of their own pockets. The Admiralty could not resist the demand for equal treatment, and marriage allowance was arranged for the petty officers and men of the Royal Navy on the same scale as the Army and Air Force, and it has been maintained up to the present time.

Thus the allowance to seamen, marines, and reservists of the Royal Navy is 7s. for a wife, 13s. 6d. for a wife and one child, and so on up to 28s. for a wife and seven children, with 1s. for each additional child. There is also an allowance for motherless children of 6s. 6d. for the first child, 4s. 8d. for the second, and so on down to 1s. for the seventh child and 1s. for every child afterwards. This is the same scale in the three fighting services.

The position to-day is that married officers and all ranks of the Army and Air Force receive marriage allowances. The petty officers and men of the Royal Navy receive marriage allowances. But the commissioned ranks of the Royal Navy are still exempt.

This has naturally led to very orderly and constitutional protests by the officers of the Royal Navy, in which, happily, they are supported, also in a most orderly and constitutional manner, by the men of the lower deck through their duly constituted societies. A good deal of pressure has been brought to bear upon the Admiralty and the Treasury in the matter.

It must be remembered that, generally speaking, the Royal Navy is a poor man's service. It is the service of the younger sons, or the sons of professional men; but, above all, many of the officers come from traditionally naval families, and represent the third and fourth generations of naval officers in the service of the country.

THE SALT OF THE SERVICE.

These latter are the very salt of the service, as they are imbued in its traditions and devoted to its interests.

Most of them are poor men. By the very nature of their service they have to keep up two homes. The married officer on board ship has to pay his mess allowance as he is only provided with bare Navy rations by the Admiralty, and does not even get the rum allowance of the seaman; in addition he has to pay for his servant and to provide his own uniform. He must then keep up a separate establishment ashore.

Whereas the married military officer may expect to live at home and dine every night in his own house, the married naval officer must face long separations and no financial benefit from the upkeep of his house on shore.

The distress in a great number of cases is really acute. Many officers of careful and prudent habits are heavily in debt to their naval outfitters, and in some cases have to withdraw their children from school. All this might be faced with fortitude if there were equality of treatment. But the officer of the Army and the Royal Air Force has nothing like the same expenses as the married officer in the Navy, and yet he receives allowances, and, in many cases, an official residence.

Thus, a lieutenant in the Army receives £436 per annum if married, £237 if unmarried; a captain £913 per annum if married, and £490 if unmarried; a major £753 a year if married, and £355 if unmarried. The corresponding rates of pay for a naval sub-lieutenant, who ranks with a lieutenant in the Army, is £173 a year married or single; for a lieutenant, who ranks with captain in the Army, £292; for a lieutenant-commander, who ranks with a major, £317 per annum—married or single.

A BROKEN PROMISE.

This year, as a result of pressure, the Admiralty undertook to introduce a marriage allowance for naval officers, and a sum of £350,000 was actually included in the Navy Estimates and voted without opposition by Parliament. Not only was there no opposition, but the Admiralty was congratulated on this long-overdue reform in every quarter of the House of Commons.

But the old tradition reasserted itself. Long delays took place, for which the First Lord was unable to give adequate reasons, except that the matter lay with the Treasury. If he fought for the naval officers' marriage allowance he was not successful, and it has been the first economy effected towards paying for the new ships. The result is to dishearten many a gallant and efficient officer, and to bring despair to his struggling wife.

No one to-day in the Navy itself will maintain that the Service loses in efficiency by the marriage of officers at a reasonable age. On the contrary, as in other walks of life, the entering into the bonds of matrimony has a steadying effect on the victim.

Physically, naval officers are the pick of the nation; the physical examination is the stiffest in any of the Services of the Crown. Nor are they deficient in intellectual capacity.

In these days of a falling birth-rate and a lack of marriageable men, it is surely in the nation's interest that this fine corps of men, represented by the naval officer of to-day, should not be discouraged from taking wives. *Evening Standard.*

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[111]

OUR LONDON LETTER

WARNING AGAINST MIXED MARRIAGES IN THE EAST.

KING OF SIAM AND STUDENTS IN ENGLAND.

(FROM OUR OWN CORRESPONDENT.)

LONDON, August 29th.

TUDOR KITCHEN AT HAMPTON COURT.

A notable addition has been made to the attractions of London by the opening to the public of King Henry the Eighth's kitchen at Hampton Court. There are very few visitors to London who fail to spend a day at the famous old palace which was built in 1531 by Cardinal Wolsey; and in recent years portions of the building never before available for public inspection have been opened. The kitchen has been hardly altered since it was built, and it is therefore considered by people versed in such matters to be the most perfect example of a mediæval kitchen in England. The fireplaces and many of the cooking utensils are to be seen just as they were in the days of "Bluff King Hal." This addition to the other attractions of Hampton Court is greatly welcomed.

A ZOO CELEBRITY.

All the newspapers have been devoting space to the death of Sam, the great polar bear, at the London Zoo. He has been killed because after over twenty years behind the bars he had grown too old to find pleasure in life. His trouble was, the experts said, senile decay. For months he refused to have a bath and wash himself, and a friendly bullet put him out of his misery. I am not without sympathy for the great beast, whose vast bulk as he used to sit up and beg for buns on the Mappin terraces was an endless source of amusement; but I cannot help observing that his obituary notices in the Press rank somewhere in point of space with those of a statesman of the second class, and exceed those where-with the memory of a great author is flattered.

Sam, they say, has never been happy since his first wife, Barbara, died two years ago. She was a good wife to him, and bore him twelve litters of cubs, but a thoroughly bad mother, for every one of her offspring died in their infancy. He never got on very well with his second wife, Lizzie, a frisky young lady four years of age. They constantly quarrelled, and at length one day after he ducked her in the pool and nearly drowned her they were judicially separated.

LONDON AERO CLUB.

We have now had the inauguration of the London Aero Club, the headquarters of which is at Edgware. It was opened formally a few days ago by Sir Philip Sassoon, Under Secretary of State for Air. The club starts with a membership list of over a hundred, including two Members of Parliament, several Civil servants, stockbrokers, barristers, and many artisans. There are six women members.

Members will be able to book flights ahead, as they might book a tennis court. They will be charged 30s. an hour for the ten hours of dual control instruction which they will need before they obtain certificates. After this they will be able to fly alone at 21 an hour.

MIXED MARRIAGE EVIL.

A warning which the King of Siam has addressed to Siamese students now in England against marriage with a European wife is generally applauded by those who have a knowledge of the evils of mixed racial unions. "Do not on any account take a European wife," the King writes. "We have seen a number of such cases, but we have not seen them result in lasting happiness. Never despise your own people, and remember that neither the Siamese nor the European respects one who marries a member of a different race."

Readers on your side of the world do not need to be reminded of the regrettable consequences which the mixed marriage often entails; but it is apt to be forgotten or overlooked here. Students from countries East of Suez with sleek manners and apparently plenty of money to spend often cast a spell on the white girl, who risks all and gets married to the dinky person, and thereby learns what it is to drink the cup of misery to the dregs. For, of course, that in what it often means. From time to time one reads warnings from returned Englishmen against mixed marriages, but perhaps this caution from the King of Siam, who was educated at Oxford himself, will be productive of good.

THE EGYPT-INDIA SERVICE.

Sir Sefton Brancker, the Director of Civil Aviation, sailed this week for Port Said, to survey, in company with Colonel Buchell and Colonel Minchin, as representatives of Imperial Airways (Ltd.) the routes for the proposed weekly air-service each way between Kantara and Karachi, via Baghdad, Bushire, and Bandar Abbas, which has been provisionally agreed upon between the Air Ministry and Imperial Airways Air Lines for five years, at an annual subsidy of £97,000. Of this sum the Air Ministry is to receive £13,300 a year for aerodrome service and general assistance, and the total cost of the five year enterprise is stated to be £500,000.

There are some aviation experts who profess to have their doubts whether on past comparative performance the mail service—the central feature of the programme—could not be more efficiently and cheaply done through the Royal Air Force. It is said, too, that this new passenger and mail service might have been offered for tender among all the larger British air firms, whether members of Imperial Airways or not. The inherent vice of State subsidy is that the recipient of the subsidy must become a semi-State concern, as, in fact, Imperial Airways have always been. The State, bound to follow its money or lose it, becomes obliged to favour its own creation in the gambler's hope that greater future efficiency will retrieve past losses.

Nothing doing. The members of the Russian Textile Syndicate which arrived here some weeks ago with wonderful stories about the big orders they were going to give British manufacturers have returned to London from the industrial centres. The delegates claimed to have authority to spend £15,000,000, chiefly on textile machinery, and now this has dwindled to £5,000,000, while the report is current in the City that they have failed to induce any firms to give credit. Consequently no business has resulted.

In London the visitors have this week interviewed certain firms, and I am definitely informed that in every instance they failed. The terms which they were offered both in London and in the textile districts were the same—namely, cash on delivery at Riga. What they wanted was six months' credit at the least.

It is said that during the last four or five years some Lancashire and Yorkshire firms have lost considerable sums of money in attempting to do business with Russia on a credit basis. The manufacturers of Lancashire and Yorkshire are not the men to make the same mistake twice. Therefore, the Russian delegates have been faced everywhere with a clear intimation that the cash must be put down or there can be no deal.

FRENCH AND BRITISH RAILWAYS.

It would not be surprising if the alarming frequency of serious accidents on French railways has some influence upon the leisured class in this country who are accustomed to go abroad for pleasure. This week two express trains were wrecked near Sens on the Paris-Lyon line, making the fourth smash in a fortnight which has involved a number of English travellers. The French railway authorities adopt the plan of awarding a bonus to express engine drivers who run their trains up to time, and a larger bonus if they arrive before time, while there is a penalty for being late. This is a system that puts a premium on recklessness.

It may be that the tragic happenings on the French lines will make people here realise that British railways are over so much safer, and induce them to think more of their own health and holiday resorts. The extent to which Deauville and other foreign places have been boomed in the newspapers in England is laughable. We have in this country beautiful scenery and the best air, yet people crowd Channel boats and Continental trains in order to escape from them. I hear the comment that it is about time the French came over here to spend their riches instead of the English continuously flocking to Paris and elsewhere.

SHOP WINDOW TRAINS.

Soon there will be no excuse for people in Britain who fail to appreciate the necessity for buying goods manufactured in this country. The matter is to be brought before them in a rather novel way. Each of the four principal railway companies has agreed to put at the disposal of the organisers a complete train, in which the carriages have been adapted to the purpose of exhibiting British goods.

The trains will be operated on their appropriate systems under a scheme which provides for visits to every town of importance in the country. In convenient sidings close to the stations the trains will make stops of from two to four days, and during this time local publicity campaigns will be promoted, in order to bring people to see the wide range of commodities which the local shops are prepared to sell.

Nothing will be sold directly from the travelling exhibitions. Local tradesmen will take orders inspired by the goods shown in these effective shop windows. The railway companies are willing to contribute to this enterprise by adapting the carriages, and by making the necessary plans for the train routes. About 300 stations will be visited during the year.

THE KING'S HIGHWAYS.

Employment schemes under Government auspices do not always give satisfactory results; but this cannot be said of the great work of road-making which is going on in all parts of the country. We are in a fair way of possessing the finest highways in the world. Some of these trunk roads are already completed; others are to be taken in hand next winter.

The Ministry of Transport publishes some details of the new plans for speeding-up the work so as to supply employment during the winter months. The sum of £6,500,000 was allocated from the Road Fund to the Ministry of Transport for the improvement and modernising of something like two thousand miles of trunk roads, and it is intended to expedite this work as much as possible. About forty County Councils are concerned in the plans, and it is calculated that nearly half of the six and a half millions allocated will be spent in wages.

TESTING TIME FOR LABOUR.

The coming months are likely to be a testing time for Labour and the trade unions who are constitutionalists. They know quite well where their movement will be landed if they yield in any degree to the "Reds" who are pressing them. Politically their chance would be washed out at the next election, and industrially the trade unions would be split in a hopeless manner. But Moscow has some good agents over here who are earning their money by attempts to stir up strife. No serious observer, however, believes the British workingclasses will succumb to the Moscow crowd, but the latter will do all the mischief they can. —H.B.

MINISTERING CHILDREN'S LEAGUE.

ANNUAL BAZAAR TO BE HELD NEXT MONTH.

In spite of persistent rumours to the contrary the Hongkong Women's Guild and Ministering Children's League intend holding their annual bazaar as usual this year. It will take place in Government House grounds on October 24th.

The excellent work done by the Guild and the Ministering Children's League is well known. They have guaranteed to maintain two cots at the Otterhaw Home, England and many other Home Charities have for years past looked to them confidently for generous financial assistance. Locally they help the Netherdale Hospital, various O.M.S. Schools and Convents. A full list of the charities to which funds have been sent may be seen at the Lower Peak Station, and such lists and any other details will always be sent to anyone applying to Mrs. H. T. Crenay, the Acting President and General Hon. Secretary, 400, The Peak.

The annual bazaar organised by the Guild and the League is, of course, the chief means of raising the money required, and it is hoped, therefore, that this year, as before, it will receive the generous support of all sections of the Hongkong community.

CHINESE IN OXFORD "BAGS."

MODERN EAST IN THE ANCIENT WEST.

China has penetrated as far as Hertfordshire.

Fifty young Chinese men and women, members of the conference of Chinese students held each year, are staying at High Leigh, a charming house on the outskirts of Hoddesdon, built by Mr. Robert Barclay, of banking fame. The house, since his death, has been converted into a conference house named "The First Conference Estate, Limited," where all the year round various societies of foreign students meet for discussion.

Hoddesdon hides its age under a cloak of modernism, and China in Hoddesdon likewise hides the age of its civilisation under a veneer of bright-hued blazers and Oxford "bags."

The students have discarded the dress of their country for Oxford trouserings, and the townsfolk are thunderstruck by the clash between the apparent wisdom of Chinese features and what they call "the tarnation foolishness of them baggy contraptions." Oxford trousers are not popular in Hoddesdon.

CHURCH PROBLEM.

I visited the students at High Leigh, where members of the Central Union of Chinese Students in Great Britain and Ireland, the Chinese Students' Church Union, and the Overseas Chinese Society are debating the relations between China and England and the problems of the Christian Church. I strolled with Mr. Hing Shing Mok, chairman of the conference, in the lovely grounds of the house and down walks bright with blossom.

Western civilisation had evidently gripped the visitors, for as Mr. Mok talked enthusiastically of High Leigh, the crash of piano keys and the strident voice of a saxophone floated out to us from the ballroom. We had a glimpse through the French windows of shadowy couples dancing to the latest American "rag." The same note of Oxford trousers ran through the scene.

Miss B. H. Lynn, a dark, almond-eyed beauty from Amoy, South China, who is studying for her degree in law, chatted to me in good English of the attitude of women in her country. Her statements will clear up many wrong impressions in the minds of ardent English supporters of woman's cause.

HER HOPE.

"We are as free as the women here," she said. "There is no lordship over us. When I am a barrister, I hope to practise in China, and I do not think there will be any difficulty. One thing we who are being educated in England wish to do when we go home is to enforce compulsory education for women of the poorer classes, so that they may enjoy the privileges of their wealthier sisters."

As I left High Leigh two tiny children—a boy and a girl about seven and nine years of age—waved good-bye from the steps with all the wild impishness of English youngsters. Their dark eyes smiled farewell, and their shrill voices sped me on my way. The children were Kwok Leung and his sister, Lay Wung Chong, the babies of the conference. —Daily Express.

NAVAL INTELLIGENCE.

The appointment dates from August 24th of Commander J. B. Hughes to the gunboat *Bea*, as Chief Staff Officer, to the new Rear-Admiral and Senior Naval Officer in the Yangtze, Rear-Admiral J. E. Cameron, C.B., M.V.O. Commander Hughes has just taken the Intelligence Course at the R.N. Staff College, Greenwich, having been relieved in April last as Commander of the Gunnery School at Devonport. He now succeeds Commander J. E. K. Clegg, O.B.E., who has been Chief Staff Officer during the two years Rear-Admiral Murray Anderson has held the command in the Yangtze.

It is announced in the *London Gazette* that the King has given orders for the appointment to be a Companion of the Order of the Bath, Military Division, of Captain Thomas John Spence Lyne, D.S.O., R.N. Captain Lyne entered the Navy as a boy in the *Impregnable* 40 years ago, and rose to commissioned rank from the lower deck. While in command of a gunboat on the China Station he earned promotion for special surveying work.

LORD INCHCAPE AND THE REDS.

Opening a fête at Glenapp Castle, on August 19th, in aid of a new public hall for the adjacent district of Ballantrae, Ayrshire, Viscount Inchcape said:—

"We hear a good deal about Bolshevism these days. They are madmen who want to upset the whole Constitution under which we live, their desire being to bring about in our country what has happened in Russia. They are a blatant few, and if I read our people rightly they will have none of their nothings. There is no more democratic country in the world than Scotland, where it is open to every man, by intelligent industry, honesty, thrift, and sobriety, to rise to almost any position in the Empire."

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AND

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HONGKONG.

"DOBBIE'S" DEATH.

"Dobber," Oxford's best known character, died at Oxford recently at the age of 81. To everyone he was simply "Dobber," known to every citizen and general of undergraduates. His real name was Daria.

HONGKONG WEEKLY PRESS.

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MOSQUITOS IN ENGLAND. NATIONAL WAR ON DEATH DEALING PESTS.

Although the Hongkong mosquito season is on the wane, the creature is still active, especially in the evening; and local residents, in the intervals of slapping their arms and scratching their ankles, may find a certain uncharitable consolation in the knowledge that people at home are not entirely immune from the pest.

Mosquitoes appeared in various parts of England last year, and this year, according to reports in Home papers, just to hand, the nuisance is increasing.

Indeed, it is reported in the *Evening Standard*, that in the course of a few days recently, four deaths were caused in Great Britain by mosquito bites, and that Mr. A. Hogarth, London director of the College of Pestology, is in favour of a national war on the insects.

"The public must be made to realise," he said in an interview with a representative of that paper, "that, unless drastic steps are taken, England will be swamped by these death-dealing pests."

"It is not a new type of insect which is causing all the trouble," he added. "The female, as soon as it leaves the pupa stage, feeds on dank pools, and on its first bite of human flesh injects all the poison it absorbs into the body."

"The plague is reported to be growing worse, but the general public remains apathetic and takes no action."

"Parties of Boy Scouts and Girl Guides would render a national service by organising parties, with squirt and cans of paraffin, to scour the countryside for stagnant pools where the pests breed."

"The present-day tendency to build houses all over the countryside and displace the trees is encouraging the growth of the mosquito danger," added Mr. Hogarth.

"If the people destroy the sanctuaries of our insect-eating birds they must pay the price."

THE SUMMER TO BLAME.

A Harley-street doctor said the increased prevalence of the pests this year was due to the dry weather, which followed a wet winter.

"The rain during the winter," he said, "caused a number of pools in low-lying districts. When the warm weather came, it had the effect of making these stagnant. Such pools are the ideal breeding ground for mosquitoes."

"All refuse should be burnt and not allowed to decay, and if these stagnant pools cannot be avoided, they should be kept with oil or a specially prepared solution containing 20 per cent. of cresol."

WHAT TO DO IF BITTEN.

"The chief danger from a mosquito bite," said another medical expert, "is to elderly people. They should not regard a bite merely with annoyance, but should take steps to remove its effects."

"The best preventive is a dressing containing citronella oil. This should be smeared on the forehead, hands, and any other exposed parts."

"Anyone who is bitten should immediately put a drop of ammonia or iodine on the affected spot."

"My suggestion," he added, "is that the dustbin should be entirely dispensed with."

"It is much healthier and easier to have houses fitted with refuse combustion stoves, in which all rubbish should be burned."

OBITUARY.

MR. HERBERT BENT

The death has occurred of Mr. Herbert Bent, formerly of Canton and Yokohama, where he was in former years engaged in the silk business. Mr. Bent was in his 63rd year, and had his home at The Mount, Shoreham, Kent, where he passed away on August 18th. He is survived by his wife.

MRS. BATESON WRIGHT.

The sympathy of all Hongkong residents, past and present, who remember Dr. G. H. Bateson Wright, and particularly of members of the Old Boys' Association of Queen's College, will be extended to him in the loss of his wife. They had been married for 44 years, and on Dr. Wright's retirement from Hongkong settled down at Bournemouth, where Mrs. Wright passed away on August 17th.

TENNIS AT HOME.

TWO PLAYERS WELL KNOWN IN HONGKONG SHOW GOOD FORM.

Two well-known Hongkong lawn tennis players in the persons of Rear-Admiral H. E. Grace and Pay Lt. Comm. R. F. Worthington have recently been taking part in the championships of the Royal Navy and Royal Marines at Southampton. Commander Worthington met with great success and carried off the singles championship by beating Lt. Comm. P. F. Glover in the final by 6-4, 4-6, 6-3.

Partnered by the late Commodore of Hongkong he got to the semi-final of the doubles where Lt. Comm. Glover and Commander Spooner were successful by 6-4, 5-7, 6-4.

Rear-Admiral Grace was defeated in the first round of the singles championship and in the first round of the veterans' singles but he reached the semi-final round of the veterans' doubles.

LOCAL RACING NOTES.

FIRST SHIPMENT OF "SUBS" DUE ON THURSDAY.

[BY ARDUS.]

The *ss. Tungshing* left Shanghai, at daylight yesterday, with eight subscription griffins for the Hongkong Jockey Club. The vessel is due here on Thursday and the ponies will probably be drawn for the same evening.

Forty-five ponies have been subscribed for and the remainder will be shipped from Shanghai as opportunity offers.

As an instance of the care being taken over the selection, it may be noted that the eight due on Thursday are all that survived the test of fourteen ponies offered.

The selection committee agreed to take twelve of these, provided they passed the veterinary examination, but only eight were successful.

There are believed to be four "old" race ponies due on the *Tungshing* on Thursday; these are possibly Spotted Sand and King of the Plains (owned by Mr. Dynasty) and Persian Parrot and Arabian Parrot (the property of Mr. J. M. de Roche).

Provided the *Tungshing* has a good passage, all these four ponies should carry silk at the October meeting, as I understand they have been in work for some weeks in Shanghai.

It was mentioned to me yesterday that Mr. Dynasty had decided to pension Spotted Sand. I can hardly credit it as, despite his last outing in the Spring, he should still prove a force to reckon with if kept in his own class.

Mr. Belyon has purchased from Mr. A. A. Alves, Golden Chrysanthemum, The Wasp and Auchenroch, but the deal does not necessarily signify that we shall not see the "Yellow and Terris Colts Hoops" at the annual meeting. The first two ponies should soon pay for themselves, but I fear it will be difficult to place Auchenroch to win races unless his new trainer can "work the oracle."

Baby Eyes has also changed hands, having been purchased by Mr. W. T. Stanton.

The following is the list of those who have put their names down for subscription griffins:

- | | |
|------------------------------|-----|
| Shenton and Hall | (9) |
| Mr. and Mrs. R. J. Patterson | (9) |
| A. H. Carroll | (1) |
| H. Humphreys | (1) |
| L. Dunbar | (2) |
| W. T. Stanton | (1) |
| J. T. Bagram | (2) |
| Dyer and Balch | (2) |
| A. E. S. Alves & Co. | (1) |
| Way Fong | (1) |
| Sir Paul Chater | (2) |
| Lady Chater | (2) |
| H. H. Taylor & Co. | (2) |
| D. G. M. Bernard | (2) |
| A. A. Gutierrez | (1) |
| A. H. Penn | (1) |
| Mrs. Bernard | (2) |
| Mrs. Hartford | (2) |
| H. M. H. Nemaze | (1) |
| Mr. Dynasty | (2) |
| R. M. Austin | (2) |
| Patterson and Austin | (1) |
| H. P. White | (1) |
| E. L. Hoie | (1) |
| F. Sha | (1) |
| Toog and Priestley | (1) |

WEEK-END RAIN.

The rain, which fell between 12.30 a.m. and 3.30 a.m. on Saturday, hampered training to a certain extent, but did not do much real damage to the course. It was possible to work ponies on the sand-track from the 6 furlong post up to the mile.

This order of the Clerk of the Course was, however, ignored by New York, who insisted on completing the circuit and ended his mad career by pitching his Indian rider into a pool of water at the entrance to the saddling paddock.

This pony will possibly go to the post in the race for gold ponies at next meeting. If he does, he is worth a \$5 bill each way.

The general opinion, among the knowing ones on the rails, is that next meeting will find what are described as the "Jardine String," carrying all before them. This rather loosely worded description refers to the ponies in charge of Jardine's training. They are: Local Option, Grey Morn, Botheay, Loch Rannoch, Galgla, Kobi Nor, Grey Streak, Grey Knight, Jambu, Lang, sat, Valiant and Brilleham. It is true that most of them are very fit and will probably prove "hard to beat" as the saying goes, but there are others like Dictator, Dahlia, Golden Chrysanthemum, Chicago, Gypsy, Dancer, Boy, Beauty, Dahlia, Gypsy Love, and Beldorney Star—all with creditable performances in the past and quite likely to be in condition by next month. Again, the programme is a fairly well balanced one and certainly appears likely to prevent one trainer having it all his own way. Should Messrs. Dynasty's and de Roche's ponies arrive fit and well there is bound to be some interesting competition. I have omitted The Wasp from my calculations as he may not be ready by the next meeting.

ALLEGED COAL STEALING.

FIVE CHINESE CHARGED.

Five Chinese appeared before Mr. E. W. Hamilton at the Kowloon Magistrate's Court yesterday afternoon, charged with the fraudulent conversion of five tons of coal, with an alternative charge of common larceny. Three of the men belonged to the Blue Funnel launch *Poseidon*, and the other two to the *Tai Fuk Fong* launch (Messrs. Watson & Co.).

Mr. Bennett prosecuted on behalf of the Ocean Steamship Company. Mr. D. McCallum appeared for the first three men and the other two were represented by Mr. J. M. Remedios.

Mr. Bennett asked for a committal. This was a case, he said, where at long last they had got some evidence of coal having been stolen and the Company he represented wished to have a severe example made of the men.

Mr. McCallum objected to the alternative charge, and said that Mr. Bennett should confine himself to one particular charge so that the prisoners would know what they were actually charged with.

Mr. Hamilton said that it was quite regular to charge the men on the two counts.

Mr. Bennett said that he had sent copies of the charges to Mr. McCallum, but this was the first time objection had been taken. It was not easy on the evidence to say exactly what the offence was.

His Worship said that he would make a note of Mr. McCallum's objection.

Short of any authority ruling that a man could not be charged with two such charges he could not uphold Mr. McCallum's objection.

Mr. Bennett said that the offence took place on the morning of September 8th, when Mr. Edwards, an engineer of Messrs. W. S. Bailey, Ltd., who was on his way to the office, saw the launch *Poseidon* anchored off Bailey's Slipway. Alongside was the *Tai Fuk Fong* launch, and Mr. Edwards saw coal passed from the *Poseidon* to the other launch. Mr. Edwards mentioned the matter to Mr. Fraser, also of Messrs. Bailey, who also saw what was going on. Coal passed between the two launches for half an hour.

The matter was duly reported to Mr. C. B. Biggs, who is in charge of Ho's Wharf. On inspection being made it was discovered that five tons of coal were missing from the *Poseidon*. The coxswain of the *Tai Fuk Fong* launch was paid \$360 out of which he had to provide coal and pay the crew's wages. The *Poseidon* was bunkered on the Sunday, the 8th. From the time when the launch was bunkered to the time of the inspection a record of the runs made by the launch showed that there was less coal than there ought to have been. It was interesting to know that the *Tai Fuk Fong* launch when examined had her bunkers full of coal.

His Worship adjourned the case until this morning.

EASY MONEY.

BILKERS OF COOLIES SENT TO PRISON.

At the Central Magistrate's Court yesterday, before Mr. S. B. B. McDermid, a Chinese was charged on two counts of demanding by menaces various sums of money from street coolies.

The evidence given by a number of witnesses showed that the defendant had been in the habit of walking along the Praya for the last few months and demanding money from street coolies. One of the complainants stated that on more than one occasion he and other coolies had been assaulted by the defendant and that once he was knocked down by the defendant while wheeling a truck and money was forcibly taken from him.

The defendant was sentenced to three months' hard labour on each charge, the sentences to run consecutively.

S.S. "CHANGTE"

"AT HOME" TO BE GIVEN ON FRIDAY.

At "At Home" is being given on board the *ss. Changte*, on Friday afternoon from 3 to 5.30, by Captain F. O. Gambrell, the master.

The *Changte* and her sister ship the *Taiyuan* will replace the steamers *Taiyuan* and *Changte* of the Australian Oriental Line, the latter vessels having been sold. The *Taiyuan*, due here next week, will be withdrawn from the run, and the *Taiyuan*, which has already been launched, will replace the other vessel in December.

The *ss. Changte* is due to sail for Australian ports on September 30th.

LOCAL SPORT.

WATER POLO LEAGUE.

Two more matches in the Water Polo League took place at the Victoria Recreation Club yesterday. In the first match a team representing H.M.S. *Carleton* opposed H.M.S. *Amberley* and won by two goals to nil. (Later, the H.M.S. *Carleton* team beat Hong Kong Electric Co. by one goal to nil.)

DOLLAR SHIPS.

VESSELS BEING DESPATCHED TO WHAMPOA.

A matter having an important bearing on prospective trade resumption with Canton is the announcement by the Dollar Line Company that arrangements have been concluded to commence direct sailings from Whampoa via the Philippine ports.

It was learned yesterday that the first vessel of the new service to run on this route will be the *Grace Dollar* which is due to arrive at Whampoa on Thursday, September 24th. She will take on cargo in the Canton River for direct shipment to America and the vessel will not call at Hongkong. All vessels running in this service will proceed to Whampoa via the Philippine ports.

We were informed at the local office yesterday that if the result of this venture proved satisfactory and no trouble is experienced in connection with loading of cargo, it is probable that further vessels will be operated on this route. The Dollar Line will operate the service at the Canton end through their own agent.

The result of the enterprise will be awaited with keen anticipation by local consignees and shipping firms.

TRAIN HOLD-UP.

VERNACULAR PRESS STORIES.

With reference to the hold-up of the up-train on the Kowloon-Canton Railway on Saturday, which was reported in the *Daily Press* yesterday, the *Wah Tin Yee* Po says that the train was derailed at Namshan, but managed to proceed to Wuchung where bandits open their attack. Soldiers who acted as train guards returned the fire. Two of the soldiers and a woman were wounded.

REPORT DENIED.

The *Kung Shing Yai Po* reports having sent a special representative to Shumchun to make inquiries. Robbery is denied and the trouble is put down to a mechanical fault at a switch-off.

BATHERS ATTACKED.

THREE EUROPEANS HURT.

BITTEN BY LARGE FISH.

A large fish, believed to have been a cuttle fish, attacked three bathers near the Esplanade at Stonecutters on Sunday afternoon.

Mr. J. S. Smith, whose wife is the proprietress of the Station Hotel, Kowloon, was seriously injured. He was swimming off the beach when he was bitten on the right arm and right side of the body. He was conveyed unconscious to Hongkong in a launch, and is at present in the Government Civil Hospital, suffering from poisoning.

A private in the East Surrey Regiment, who was one of a party of soldiers bathing at Stonecutters, was also attacked.

The next victim was a lady who was swimming about 200 yards from the shore. She was bitten on the wrist, but, so far as can be ascertained, is suffering no ill effects. Naturally, as soon as the news got round many bathers decided to give up their swim.

MOTOR ACCIDENTS.

EUROPEAN POLICE SERGEANT INJURED.

In an attempt to avoid running down a Chinese woman on the Castle Peak Road on Saturday, Sergeant Harle, of the Hongkong Police, swerved his motor cycle, which skidded and threw him to the ground. He sustained leg injuries, and was brought to Kowloon in a passing motor, and afterwards removed to the Government Civil Hospital. His condition is not considered to be serious.

A Chinese boy, employed as a telegraph messenger, fell from his push bicycle as the junction of Queen's Road and Wyndham Street, on Saturday evening, and sustained injuries to his face and hands.

A motor lorry whilst being towed on the Kowloon City Road on Saturday, got out of control and ran into a drain. A coolie working in the drain was slightly hurt.

A tractor turning in from the Praya on its way at Happy Valley, ran into a stationary motor-car, which was slightly damaged.

CHINESE MERCHANTS.

PETITION TO GOVERNMENT.

The opinion is expressed that some such measure as the proposed loan in connection with which a petition is to go before the Government is looked upon as the only means of bringing to an end the present phase of the commercial deadlock, whereby the Banks are unwilling to advance money on local securities.

The petition is not yet before the authorities. It seems probable that application will be made for a direct loan from the Government.

BUSINESS POSITION IN SWATOW.

HAS THE BOYCOTT ENDED?

SMALL CARGOES BEING FORWARDED TO TEST THE SITUATION.

Although the "Reds" have been cleared out of Swatow, Hongkong merchants are still waiting for definite news that the boycott of British goods has been raised before making arrangements to resume normal trade with that Port. A number of Chinese have forwarded small consignments of piece goods "to test the market" and the *Kaiyo Maru* took a fair quantity of merchandise for Swatow when she left here on Sunday. Advices are now eagerly awaited as to whether these goods have been unloaded without difficulty.

A *Daily Press* representative was informed by a Chinese merchant yesterday that small parcels of goods had been sent to Swatow simply as a trial. If no obstacles are put in the way of the vessels discharging their freight, and satisfactory reports are received from Swatow agents, normal business will be immediately resumed.

SHIPPING.

The Douglas S.S. Company, whose steamers have recently been going to Foochow and Amoy only, omitting to call at Swatow, do not intend to change this procedure at present, or at any rate, until they have received definite

advice from their agents regarding conditions. They have, so far received no report. As soon as they hear officially that cargo can not only be despatched but also collected the *Huiching* and *Haining* will resume their regular sailings.

"HYDRANGEA."

The *Hydrangea*, which is usually employed on the Hongkong-Swatow run, but has been laid up for some time past on account of the embargo, has now left the dock and is at her wharf. She will complete her overhaul in a few days, and providing satisfactory news is received from Swatow, she will at once resume her normal itinerary.

THE MILITARY SITUATION.

Developments in Kwangtung during the next few weeks are likely to prove most interesting, writes our Chinese correspondent. "One thing is certain; General Chan Kwing Ming has never had such good-will and genuine support from the Chinese in the South as he is receiving today."

Latest advices from Peking, writes our correspondent, indicate that Marshal Tuan Chi Jui will give General Chan Kwing Ming the fullest "moral support" in his coming campaign. It is said that a statement in favour of General Chan will be issued shortly. As reported in the *Daily Press* Marshal Tuan has already given his consent to one of the larger Chinese gun-boats going to Hainan and Pakhoi to facilitate transportation of troops from the eight circuit command in Southern Kwangtung.

Arrangements are also being made with the "gentry" and volunteers in the interior towns of Kwangtung to facilitate the movement of the anti-Reds "when the time comes." It is stated that soon as Chan Kwing Ming and other militarists are able to show that they as well as the Soviets, possess "gold" many of the so-called "Reds" will change their colour.

THE OTHER SIDE.

General Chiang Kai Shek, who is in supreme control in the southern capital, has been advised by M. Borodin and the military chief of the Soviet Commission in Canton to begin an offensive on the East River front without delay.

The anti-Reds, it is understood, have made arrangements already with General Yang Kwan Yu, who was formerly a supporter of General Chan, but is now serving under the Red standard at Wai-chow, to return to the anti-Red banner. The East River campaign, it is thought, will be decided by intrigue as well as by "battles." Some anti-Red support-

ers fear that the Reds, who are much better prepared, may secure an advantage in the Eastern districts long before there is any advance by the anti-Red forces from Swatow.

VARIOUS ITEMS.

DEVELOPMENT OF WHAMPOA.

Good progress is being made with the road under construction between Canton and Whampoa, and the Kuomintang Government are making arrangements to open it for traffic within a short time. As soon as it is opened a service of motor buses will, it is said, be put into operation. Some reports, however, state that the road will be of little use for heavy traffic, as the work has been too hurriedly done.

It is hoped that the road will serve a very useful purpose in the development of Whampoa, and the Canton papers are giving prominence to the fact that not only Soviet but a number of other foreign shipping companies are offering co-operation and promising to send ships to Whampoa even after the boycott on Hongkong is raised.

RED RECRUITS.

The Military Academy at Whampoa is now trying to enlist young people from Kwangsi. A recruiting office for the Academy has been opened at Wuchow.

DR. WU.

The Kuomintang Executive Commission has decided not to ask for the resignation of Dr. C. C. Wu, Chairman of the Municipal Commission in Canton.

CORRESPONDENCE.

WOMEN WORKERS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—The "strike" has been a dull, weary and very costly thing. Conditions look fairly gloomy for many and there is much talk of reducing staffs all round. The Education Department has already applied the "axe," and local women teachers have been given notice to quit. This seems to be the wisest thing it has done for quite a while. Why? Because a large number of lady teachers—in many cases mothers—have done teaching to make a little extra pocket-money—an amah at home being very cheap to employ for looking after the "babes."

Of course, we are not in the Mid-Victorian Era, when those of the weaker sex adorned the home and not offices and class-rooms, but still there is no necessity for women, however high their qualifications, to compete for men's positions. It is all very well for them to lend a hand when there is a shortage of workers, but they should not keep their positions to the exclusion of more deserving cases. It behooves every woman worker in this Colony willingly to give up their "side-line money-making jobs" to the needy cases, of which we hear so much at present—Yours, etc.,

TWENTIETH CENTURY.

CANTON TO VLADIVOSTOK.

SOVIET STEAMER SERVICE.

An advertisement of the Soviet Steamship Company has appeared in the Canton vernacular papers, giving the sailing date of two Soviet steamers from that port to Vladivostok via Swatow and Shanghai as September 20th and 22nd respectively.

It is stated that hitherto no regular steamers have been plying between Canton and Vladivostok, the vessels so far on the run being only such as have carried cargo consigned direct to the Red Government, such as arms, munitions and kerosene. It has now, however, been decided to operate four steamers scheduled with weekly sailings between Vladivostok and Canton, with Swatow and Shanghai as intermediate ports of call, in order to realise the dual objects of relieving the Chinese merchants of the shipping stringency, and of offering better communication and facilities, to both of the Soviet and Canton Governments.

At the Marine Court yesterday, before Lieut. Commander G. F. Holo, R.N., a mistress of a passenger boat was fined \$10, or in default ten days' imprisonment, for making fast to the *Hualu* 11½ whilst it was still under way in Causeway Bay on Saturday.

A COURAGEOUS VENTURE.

ROUND THE WORLD FOR A WAGER. GLOBE-TROTTER WITH WOODEN LIMBS IN HONGKONG.

On his bald head he wore a sun-helmet, such as is worn by the *matelots* of *La bella France*; his face was tanned with the suns of many lands, a coloured scarf was tied around his neck. He had no coat and wore a khaki-shirt. On his left arm was a band, the tricolor of France. Wide dark velvet trousers completed his apparel. He moved along on artificial legs. In his right hand he carried a thick stick, like a shepherd's crook.

Yesterday in the streets of Hongkong many persons were startled to see this figure walking along, as a man does on stilts, or on the deck of a steamer when a storm is raging. But the stranger balanced himself perfectly.

He was M. Maurice Pernot, a soldier of France. The Great War left him a terrible legacy, the loss of his two legs. But it has not shorn him of his courage. He is out to tramp the world on his wooden limbs.

The globe-trotter related his story to a *Daily Press* representative yesterday, and it is replete with the spirit of endurance and courage.

"I am tramping the world for a wager," he said, a wager of 700,000 francs. I am allowed twenty years to do it, but I hope to accomplish it in ten. If I succeed, this money will be paid to me by a club in Paris.

"I am thirty-eight years of age, but I am still young. Like all true sons of France, I joined up at the commencement of the Great War. I am an aviator and, stationed at Le Bourget, I nightly flew over the German lines. But on February 21st, 1918, my plane crashed at Dixmude and I was taken prisoner and sent to Daarnstadt where my two legs had to be amputated.

"I was medically treated for fifteen months and I was not repatriated until November 18th, 1919, Armistice Day.

THE WORLD TOUR.

"I began my tour of the World on January 1st, 1924, when I walked from Paris to Bordeaux. Thence I sailed for South America and landed at Buenos Aires, whence I tramped to the Argentine. I then sailed for Lisbon and made my way on foot through Portugal. I was well received in Portugal and crossed the frontier into Spain. There I had some trouble with the police, and they took me over the frontier into my own country. I then had a desire again to see the regions where I had fought with the French army, and I walked into Belgium, thence into Holland, Germany, and Switzerland. My next venture was tramping Italy where I was continually worried by the police. In Rome a Commissioner of the Guards held me in custody for twenty-four hours. I was also kept in custody in Genoa and in Foggia they took me for a spy. I was taken to the Consul in Venice and in Ancone.

MY DOG AND I.

"I was well received in Yugo-Slavia, Austria-Hungary and Czechoslovakia, but in Poland my reception was very cold. At Dantzig a policeman drew attention to my arm-band and was abusive, when my dog jumped at him. He drew his revolver and I snatched it from his hand and threw it into the canal. Alas! I lost my dog.

"Away I hied to Denmark and over the sea to England, then back again to Sweden and Norway. Thence I went to Finland. I was not at ease when I entered Russia, but in Leningrad when they found I had no propagandist pamphlets they did not trouble me. I then traversed the Balkans as far as Turkey.

"I afterwards visited Egypt, Syria and Persia where I believe the people are only half civilized. My next steps were Singapore, Bangkok and Siam. I arrived in Hongkong from Haiphong today. I will now go to Peking, Japan, San Francisco, North America, Australia and South Africa.

"I walk about twenty kilometres a day, four to five each hour. My artificial limbs are not so bad after all; they are filled with compressed air. The fact is, it is necessary to have a good dose of courage to be a globe-trotter," he concluded.

M. Pernot has all the requisite courage and he will succeed in his venture. When our representative asked him what he would do when his task was finished and he had won his wager, he just smiled. He is one of the most remarkable characters of the age.

He is leaving Hongkong on Friday and is at present staying at the Astor House Hotel.

CRIMINAL SESSIONS.

[WORKS THE CHIEF JUSTICE (MR. HENRY GOLLAN).]

SINISTER CATTLE-DEALER.

Lai Sang, a young Chinese, was charged with having in his possession a dagger and an oil torch. He was arrested by three Wei-Hai-Wei constables on August 19th whilst he was on his way from Taipo to Kwan Tin. When arrested, he stated that the dagger was not his, but that the constables had found it in the roadway.

Defendant elected to go into the witness-box. He said that he had come from Chinese territory for the purpose of doing business by bringing cattle over the frontier and selling them in British territory. While he was on his way, he met three men who searched him, and found nothing. Soon afterwards he was accosted by the three policemen and eventually taken into custody.

In reply to His Lordship he said that he had expected to have been successful in bringing in cattle from Chinese territory.

Replying to Mr. Whyte Smith, who prosecuted for the Crown, he admitted possession of the torch. Asked why the police had been unable to verify that he was a cattle-dealer, prisoner said he could not understand it.

He was found guilty and sentenced to three years' hard labour.

A PAWNSHOP BURGLAR.

Three men were charged with committing an armed robbery in a pawnshop at 44, Bulkeley Street, Hunghom, on July 26th.

Mr. Whyte Smith (Assistant Crown Solicitor) outlining the case for the Crown, said that four men walked into the shop at 5.30 in the evening and said they were detectives carrying out police investigations. The first defendant began examining the account book and the chief accountant believing that he and his fellows were detectives was preparing to give them the information they might require when the first defendant whipped out a revolver and covered him. He was then dragged into an adjoining room where he was gagged and bound. At the same time the second defendant held up, at the point of the revolver, the ticket holder, who was then dragged into the room and tied in a similar manner. Two other assistants and a cook were similarly treated. The third prisoner had helped to tie up the occupants. The robbers then ransacked the safe and made off with a large quantity of jewellery, valued at \$4,900. The first and second prisoners were identified by four persons but the third was picked out by the chief accountant only. A fourth man had been wounded and was in hospital.

The three men were arrested in the same house. Some of the stolen property and two revolvers had also been found there. A woman living there would say that she was given a wrist watch by one of the men.

The three accused pleaded "Not Guilty." The third prisoner when previously charged had said: "If I ever did the least thing, I am willing to die at once."

The case was adjourned until to-day.

[BEFORE THE PUNISH JUDGE (MR. JUSTICE WOOD).]

ATTEMPTED ROBBERY CHARGE.

On the afternoon of August 19th an old woman was sitting on the doorstep of her home at 65, Sai Tan, Kowloon City. Four men came up and produced daggers and threatened her. Her aged husband in the cockpit, hearing the commotion, blew a police whistle and the four men decamped without having stolen anything. One ran into the arms of a policeman, and was found to have a dagger in his possession. Two others were arrested later on, this man's information. One got clean away. The three arrested men appeared in answer to a charge of attempted robbery.

When charged at the Magistracy prisoners said that they went to the house at the instigation of the daughter-in-law. They adhered to their statements in court.

After the old couple had given evidence, in which both were emphatic that they had no quarrel with their daughter-in-law, the daughter-in-law herself went into the witness-box. She denied that she had instigated the men to frighten the old people; she denied knowing any of the prisoners.

In reply to His Lordship she said that her father-in-law allowed her some money from time to time, but there was no fixed allowance. The money was sent by her husband and her father-in-law gave her a little of it. She further stated that she had no quarrel with her people concerning money matters.

The three prisoners were found guilty, and each was sentenced to five years' hard labour.

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3505—THE PARSON AND THE COLLECTION

AT

ANDERSON'S.

(76)

AT

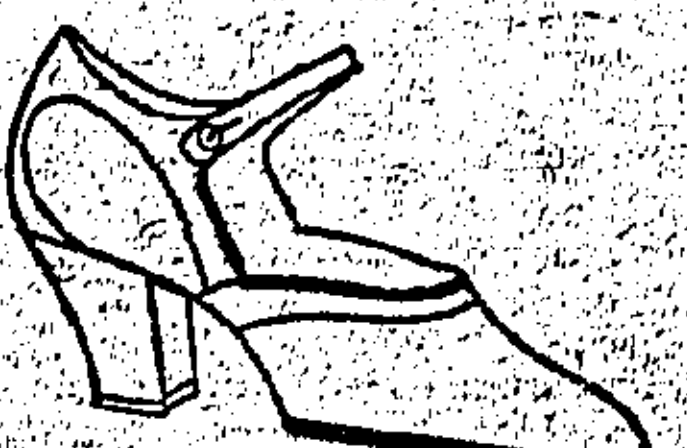
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RUMOURS OF CIVIL WAR IN CHINA.

TOKYO FOREIGN OFFICE IN RECEIPT OF CONFIDENTIAL REPORTS THAT OUTBREAK IS IMMINENT.

CHANG TSO LIN VERSUS FENG YU HSIAANG.

WU PEI FU EXPECTED TO PLAY LONE HAND IN ATTEMPT TO RECOVER CONTROL OF HONAN.

(THROUGH REUTER'S AGENCY.)

TOKYO, September 21st.

The Japanese Foreign Office has received confidential reports from China that civil war is imminent between Marshal Chang Tso Lin and Marshal Feng Yu Hsiang (known at the Christian General).

The Cabinet voted unanimously for Japanese neutrality if hostilities break out.

It is understood that there will be up Customs Conference in the event of warfare.

WHAT WILL WU DO?

SHANGHAI, September 21st.

Hasty war preparations and the strategic movements of troops in several provinces has created a general fear of civil war.

Well-informed circles predict a clash between Chang Tso Lin and Feng Yu Hsiang in October, whereupon Wu Pei Fu will enter Honan with the object of regaining his headquarters at Loyang.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

THE SHANGHAI ENQUIRY.

ALL JUDGES HAVE ALREADY BEEN APPOINTED.

LONDON, September 21st.

It is understood that all the Judges for the Judicial Enquiry into the Shanghai incidents have now been appointed. It is hoped that the enquiry will be concluded by October 20th, when the Tariff Conference is to meet in Peking.

BARON MATSUI.

NEW JAPANESE AMBASSADOR TO COURT OF ST. JAMES.

TOKYO, September 21st.

It is officially announced that Baron Matsui will be formally installed as Ambassador to London, to-morrow.

[Baron Keishiro Matsui was born at Osaka in 1882. He graduated in Law at the Imperial University, Tokyo, in 1889. He was Secretary to the Japanese Legation at Seoul (Korea) from 1890-1893. He served in similar capacities, at the Embassies at Washington and London from 1894-1897 and 1897-1899, respectively, when he was transferred to Peking. He was promoted Councillor at the Paris Embassy in 1906 and transferred to Washington two years later. In 1913 he was Vice-Minister for Foreign Affairs. From 1914 to 1920 he was Ambassador at Paris, being created a peer in recognition of his services during the War.]

U.S. AMBASSADOR TO JAPAN.

APPOINTMENT OF MR. MACVEAGH IS ACCEPTABLE.

TOKYO, September 21st.

Reuter's Agency is reliably informed that the appointment of Mr. Franklin MacVeagh, as American Ambassador to Japan, is entirely acceptable.

Official notification to this effect will be despatched to Washington either to-day or to-morrow.

JAPANESE AIRMEN.

POSTPONE LEAVING BERLIN IN CONTINUANCE OF FLIGHT.

PARIS, September 21st.

The Japanese airmen, Lieutenant Kawachi and Mr. Abe, after a careful inspection of their machines, have decided to postpone their departure from Berlin for some days.

ITALIAN AIRMAN.

MAJOR DI PINEDO ARRIVES AT SHANGHAI.

SHANGHAI, September 21st.

The Italian airman, Major the Marquis Di Pinedo, arrived here at 2.30 this afternoon.

Chang Tso Lin has sent his ablest General, Yang Yu Ting, to Nanking with artillery as a countermove to the military activity of Sun Chuan Fang. Tapan of Chekiang, who is Wu Pei Fu's supporter at Hangchow and who is suspected of preparing to occupy Nanking, which would also give him control of Shanghai.

POSSIBLE REASONS.

The cause of the present movements is probably to be found in the desire of both Chang and Feng to secure the single control of Peking before the completion of the Citizen's Conference, which opens on October 10th. One of its tasks is to determine the future form of administration. Also the prospect of increased Customs Revenues after the Tariff Conference may be a cause.

Wu Pei Fu will probably act independently, intent on improving his own position.

In the meanwhile, Tuan Chi Jui, the Chief Executive, is striving mightily to avert an outbreak, which would probably drive his smoothwater barque onto the rocks.

BRITISH CUSTOMS DELEGATION.

MR. CHAMBERLAIN'S FAREWELL LETTER.

LONDON, September 20th.

In a letter to the British Customs Delegation to China before their departure, Mr. Austen Chamberlain enumerates the objects of the conference, namely, to prepare the way for the abolition of *likin*, to fulfil other relevant conditions laid down in the Washington Treaties, and to determine the conditions on which a customs surtax up to 2½ per cent. on ordinary goods, and 5 per cent. on luxuries, may be levied pending the abolition of *likin*.

He points out that though the conference will not deal with extra-territorial jurisdiction, it is desirable that the delegates should know that the British Government sympathise with the general trend of the Chinese aspirations, and desire that the Extra-territorial Commission should begin work at the earliest possible moment, and will do all in their power to facilitate its task.

After referring to the lack of an effective Central Government in China, Mr. Chamberlain says that it will be one of the delegates' main concerns to secure adequate guarantees that the reforms justifying the concessions which they are authorised to make will be actually carried out, and while the delegates are left to determine the methods of obtaining such guarantees, they should, if in doubt, refer to His Majesty's Government.

MEASURES FOR INTERNAL PEACE.

Mr. Chamberlain considers that consolidation of unsecured debts should be regarded as only a secondary part of the functions of the Conference, and declares that the Government will not consider the purpose of the Conference fulfilled unless it results in the adoption of measures promoting internal peace and secures reforms for the permanent benefit of China.

The letter concludes by saying that it is for the Chinese themselves to solve their internal problems, but as far as British assistance is practicable and desirable, it is the earnest wish of the Government to give all the help in their power.

S.S. "LEEDS CITY"

SINKS IN THE SEA OF JAVA.

BATAVIA, September 20th.

The cargo steamer *Leeds City*, owned by the St. Just Steamship Company, and bound for Japan, went ashore in the Sea of Java and sank in forty minutes.

A Dutch steamer picked up 37 of the crew.

The *Leeds City* had a cargo of 7,000 tons of sugar for Kobe and Yokohama.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE SEAMEN'S STRIKE.

REALLY RECONNAISSANCE IN FORCE OF COMMUNISTS.

MR. ALLEN'S STATEMENT.

LONDON, September 21st.

Mr. F. C. Allen, Chairman of the Shipping Federation, in a long statement, declares that the "so-called seamen's strike is really a reconnaissance in force in connection with a general Communist offensive by direct action against the existing order of society."

He emphasises that no protest against the agreement for a wages' reduction on July 3rd was made until August 12th. He asserts that the leaders of the agitation are nearly all avowed Communists, very few seamen. Their principal weapon is terrorism.

He exhorts the Governments of Britain and the Dominions to take measures to enable the men to carry out their lawful vocations under agreed conditions.

SUGGESTION FROM CAPE.

CAPE TOWN, September 21st.

It is understood that the Cabinet has decided to suggest that the Imperial Government appoint a Board of Enquiry in England to investigate the functioning of the Maritime Board and other matters connected with the seamen's strike. There is reason to believe that the suggestion is finding favour with both sides, and, if adopted, probably will result in calling off the strike.

General Hertzog, Prime Minister of South Africa, informed Mr. Creswell that he is willing to receive a deputation of strikers.

SIR JOHN JORDAN.

KING'S TELEGRAM OF SYMPATHY FOR WIDOW.

LONDON, September 21st.

His Majesty the King has telegraphed to Lady Jordan, expressing much regret to learn of her serious loss, and extending his sincere sympathy in her sorrow.

The message says that His Majesty will always gratefully remember Sir John Jordan's valuable services during his long residence in China, as British Representative of three successive Sovereigns.

PRINCE OF WALES.

REACHES MENDOZA AFTER ADVENTUROUS JOURNEY.

MENDOZA, Argentine, Sept. 21st.

The Prince of Wales has arrived here thanks to the strenuous work of the railway engineers. On Saturday the line was repaired, enabling the passage of the Prince's train, which occasionally had to scrape its way through a wall of snow on each side of the line.

The Prince dined with the Governor of the Province of Mendoza in the evening.

EARLIER CABLES.

LEAVES FOR LOS ANDES.

SANTIAGO, September 20th.

H.R.H. the Prince of Wales left Vina del Mar for Los Andes whence he departed for Argentina. He does not expect any further difficulty in crossing the frontier, as the weather conditions have considerably improved.

AUSTRALIAN ELECTIONS.

INFLUENCE OF THE STRIKE.

MELBOURNE, September 20th.

Mr. Bruce made the statement that the Elections would be the most important in the history of Australia, and would involve the most far-reaching issues ever submitted to the country, which would be called upon to decide whether it would be governed by Parliament or by irresponsible extremists.

The Commonwealth Electoral Officer predicts a 90 per cent. poll in consequence of the enactment of compulsory voting. Every effort is being made to confine the strike to the narrowest limits in view of the elections, in order to allow the Unions to concentrate on the political fight.

Meanwhile, though the shipowners have announced their readiness to confer with the seamen's representatives as suggested by the Labour leader, Mr. Charlton, the executive of the striking seamen have rejected Mr. Charlton's proposal and refuse to negotiate until all the imprisoned men are released.

LATEST CABLES.

BOMB OUTRAGE.

FATAL AFFAIR NEAR LINES OF GURKHAS IN SIMLA.

SIMLA, September 21st.

There was a serious bomb outrage last night, near the lines of the 1/3 Gurkhas. Three persons were killed; three wounded precariously and six injured. They were mostly soldiers.

EARLIER CABLES.

WOUNDED FRENCH AIRMAN.

DETAINED BY THE GERMAN AUTHORITIES.

PARIS, September 20th.

The *Eclaireur* states that the German authorities at Freiburg have been ordered to prevent the French airman, M. Coste, who was injured recently in a crash in which his companion, M. Therry, was killed, from leaving Freiburg and returning to France.

The French Government are dealing with the matter.

The Germans seized M. Coste's machine and dismantled the motor.

LATER.

The newspapers state that the German authorities at Freiburg have fined M. Coste, the French airman, frs. 120,000.

BOMBAY COTTON STRIKE.

MORE WORKERS COMING OUT.

BOMBAY, September 20th.

Eighty thousand cotton operatives are now idle, and it is expected that the number will soon increase.

LATEST CABLES.

CAMPAIGN IN MOROCCO.

SHESHUAN IS DESERTED ON ACCOUNT OF AIR-RAIDS.

PARIS, September 21st.

A message from Fez states that Sheshuan is deserted during the daytime in consequence of bombing from the air.

Abd el Krim's brother has moved his household. Abd el Krim is still intimidating the wavering tribes.

EARLIER CABLES.

TUFF LEADER WOUNDED.

PARIS, September 20th.

A message from Madrid to a Spanish newspaper reports that Abd el Krim was seriously wounded in the left leg during the fighting in Blizane. He is lying in a fevered state at Targuiz, attended by two German surgeons who are members of his General Staff.

[REUTERS' AMERICAN SERVICE.]

U.S. AIRMEN TO BE WARNED.

WASHINGTON, September 20th.

The State Department has instructed Mr. Black, the United States' Diplomatic Agent at Tangier, to inform the American airmen operating with the French against the Rifis in Morocco, that they are serving in violation of the laws of the United States.

FRENCH DEBT TO U.S.

FRANCE'S OFFER OUTLINED.

NEW YORK, September 20th.

According to a wireless message from the liner *Paris* in which the French Debt Commission travelled to the United States, it is understood that M. Caillaux will propose to the American Debt Commission that France should begin immediately her payments on the principal debt with a substantial sum for 1925, rising later to much greater amounts during the next twenty years.

It is also understood that the French proposal will not be made conditional either upon the receipt of reparations payments from Germany or the tentative Churchill agreement.

LATEST CABLES.

U.S. IMMIGRATION LAWS.

LEGAL OPINION REGARDING EXCLUSION OF SAKLATVALA.

WASHINGTON, September 21st.

Mr. Risley, the solicitor attached to the Labour Department, has advised Mr. Davis, Secretary of Labour, that the United States' Immigration Law clearly specifies that an alien Communist may not lawfully enter or remain in the United States and is subject to exclusion or deportation.

Mr. Davis sought Mr. Risley's opinion after a conference of officials of the State Department, whose barring of Mr. Saklatvala has been criticised.

THE MISSION TO SEAMEN.

TRIBUTE TO THE REV. NORMAN PEEL.

Correspondence which has passed between the St. Andrew's Church Vestry, Kowloon, and the Headquarters of the Mission to Seamen in London, contains tributes to the work of the Rev. Norman Peel.

Writing under date of June 30th to the Secretary of the Mission to Seamen, London, Mr. R. P. Padbury, Hon. Secretary of St. Andrew's Church Vestry, stated:—"I am requested by the Vestry of St. Andrew's Church to convey a message of deep indebtedness to your Society for the magnificent work amongst seagoing men rendered by your late assistant chaplain, the Rev. Norman Peel. St. Andrew's followed the Rev. Mr. Peel's work with interest because, in the first place, it was through a generous gift by a member of the Church that his appointment was made possible; and secondly, because most of the wives of seagoing men live on this side of the harbour. It is a pleasure to the members of the Vestry to express their gratitude for the work accomplished by Mr. Peel during his stay here. His genial personality and devoted self-sacrificing labours not only endeared him to the men amongst whom he worked, but also to a wide circle of friends in the Church here, who watched his work with admiration."

Replying under date of July 27th, Mr. Stuart C. Knox, Secretary of the Mission to Seamen in London, said:—"Thank you very much indeed for your most kind letter of the 30th June, which has reached me today. It is a great delight to me, personally, as I am sure it will be to my colleagues and to our Committee, to receive such a delightfully appreciative testimony from the Vestry of St. Andrew's Church to the work done by my good friend, Norman Peel. I quite agree with all you say about his genial personality and his self-sacrificing labours for seamen. I always felt, when he was here in London, that when he paid us a visit it was like a ray of sunshine with a bit of the sea breezes, and one felt all the better for a look at his smiling face and a chat with him. I have only recently returned from a long tour round the world, visiting a good many of our stations in Africa, Australia, etc., and I was exceedingly sorry to hear that Peel had left Hongkong, though I am sure he will do equally good work for sailors at Bombay. I have been very sorry to hear that there was a possibility of the Kowloon Seamen's Institute being given up again. This seems to me (without, of course, any definite knowledge of the circumstances) a great pity so soon after it had been re-opened, and I still trust that there may be a chance of keeping the sailor work on that side of the harbour."

CHANG TSO LIN.

REPLY TO JAPANESE PROTEST ABOUT WIRELESS SERVICE.

The *Asiatic News Service*, reports that in reply to the recent Japanese protest against the establishment of wireless communication between Mukden and Bordeaux, Marshal Chang Tso Lin declares that as the new Japanese wireless station in the vicinity of Peking is technically unfit to communicate with Europe, the agreement concluded between the Navy Ministry and the Mitsui company cannot and will not bind China, especially as it is unfair, in this twentieth century, for Japan or any other country, to monopolize China's wireless communications with the civilized countries of the world.

Furthermore, the Mukden war lord adds, monopoly by any power over the Chinese radio enterprise is a violation of the principle of the "open door" and shows that China is not master in her own house. In this connection, a Berlin wireless message reports that the Japanese Ambassador in Paris has made a similar protest to the French government against the proposed Mukden-Bordeaux wireless exchange, but it is believed that France will reject or ignore it.

CHANG 7. COLUMBUS.

CHINESE CLAIM TO DISCOVERY OF AMERICA.

America was discovered by five Buddhist priests in 482 A.D. and named Fong Chang by this party of Orientals, who preceded Columbus by a thousand years, according to a statement made in Paris by Sia Tung Fa, a Chinese writer.

The records left behind by these Buddhist travellers, said Sia, leaves no possible doubt that their Fong Chang, an immense island 3,250 leagues off the China coast, was the American continent.

Another priest, Hui Chen, visited Fong Chang in 499 but Sia explained that it was not certain where he landed. However, he connects with the Mexican legend about Hui Choochi with Hui Shen, claiming they are one and the same, who visited the "island" clothed in a long robe and taught a new faith and philosophy.

Sia Tung Fa advances the further assertion that the first Spanish explorers landing in South America said Mexico was struck by the resemblance of the architecture there with that of the Far East.

One Aztec divinity, says Sia, had an elephant head, which must certainly have come from Asia. Several Chinese legends were found to be existing in Col. Viala.

(Continued on page 10 next morning.)

U.S.A. AND THE CHINA CRISIS.

MANY NEWSPAPER CARTOONS.

The American Press is devoting a good deal of attention to the troubles in China, and commenting upon the many cartoons which have appeared on the subject in the various papers in the United States. Palace, in the *China Express* and *Telegraph*, under date of August 27th, writes:—

As those of us who are spending a rain-soaked August in a dreary and deserted London are fully aware, *L'Espresso* des *revueurs est arrivée*.

Mr. Chamberlain, except for one dash to town and back, is at his Sussex cottage home. President Coolidge is, I believe, at Swampscott. Phobus! What a name! But both statesmen are giving a portion of their time, each after his own manner, to the China problem.

Mr. Chamberlain is battered and bombarded with suggestions from all and sundry. "Blockade Canton," says one. "Send out Lord Balfour," bleats another. "Hang Inspector Everson," cackles a third. Week succeeds week, but not one word escapes the lips of H.M. Secretary of State for Foreign Affairs.

How differently they do things over the Atlantic! Whatever else there may be in Swampscott there must be a considerable number of special correspondents, for the millile public is regaled daily from that cacophonous hamlet with secrets of international high politics, and with accounts of the difficulties which the State Department has in making terms for China with the hostile European chancelleries. And all the while, east and west and south and north, throughout the States of the Union, pretty pictures are drawn of the good American Codlin and the wicked European Shortie.

Since the above comment was penned Mr. Chamberlain has said a good many words on the problems confronting us, but they were not words which help us very materially in solving Hongkong's difficulties *vis-à-vis* Canton.

ANOTHER GREAT WAR.

PROPHESIED IN UNCENSORED WIRELESS NEWS.

GREAT BRITAIN AND CHINA.

Listeners-in to a programme from the Queensland Government Broadcasting Station at Brisbane were amazed to hear an announcer reading what purported to be a portion of a news service to the effect that the British Conservative Government was determined to play a lone hand in the Orient, that the Washington Disarmament Treaty had really never been put into effect by any of the signatories, and that Britain's present attitude, if persisted in, would have the effect of entirely nullifying it.

The alleged "news message" added that Britain had larger interests in China than any other Powers and was evidently determined to further them at all costs. The bogus announcement went on to say that it was evident that the British Government had decided to resort to arms in an attempt to uphold her financial interests, and all available ships of war and troops were rapidly being mobilised with the idea of demanding that British financial interests must be protected regardless of what the newly created Customs Commission declared.

The "news" declared that this would compel other Powers to take sides, and the array would probably be Britain, France, and Italy, and some minor Powers, against China, Russia, and probably Germany.

The Queensland Government broadcasting station, like private-enterprise stations throughout the Commonwealth, is under the control of the Federal Postal Department, and the Postmaster-General, Mr. Giblin, promises an immediate investigation.

The Queensland Government Broadcasting Station the next day, however, explained the issue of the "poor" broadcast message to the effect that Britain was aiming to protect and further her interests in the East.

It announced that the station was transmitting news arriving late from the *Daily Standard*, Brisbane's Socialist paper, and to avoid having to close down while the news was carefully sorted, the service was hastily handled, and this resulted in the message escaping the proper censorship.

The explanation added that the statement was the view of some newspaper correspondent in China, with whom the radio officials were unacquainted.

STABBING AFFAIR.

A stabbing affair took place at Tai Kok Tsui, in the Sham Shui Po district, on Sunday evening, as a result of which a Chinese lies in the Government Civil Hospital, suffering from a wound in the abdomen.

It appears that the injured man was suddenly attacked by two men as he was walking along the road. He grappled with his assailants and, in the ensuing struggle, received the injury which has necessitated his removal to hospital.

His assailants made off, but the police have since made certain arrests, which it is hoped will lead to a conviction.

While a figure of Buddha standing in Oriental fashion was found in Palenque, Mexico, adds Sia—*Chung Mei*.

HONGKONG WEEKLY PRESS.

WE ARE CONTINUALLY RECEIVING ORDERS FOR "COPIES OF EACH ISSUE OF THE HONGKONG WEEKLY PRESS PUBLISHED SINCE THE COMMENCEMENT OF THE STRIKE."

THESE ORDERS CANNOT BE FILLED BECAUSE MOST OF THE ISSUES HAVE BEEN SOLD OUT.

THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8TH.
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

BACK COPIES OF THE ISSUES ENUMERATED ONLY CAN NOW BE SUPPLIED. TO SECURE THE REGULAR DELIVERY OF THE WEEKLY IN FUTURE, EITHER IN HONGKONG OR TO ANY ADDRESS IN ENGLAND, SUBSCRIPTION ORDERS SHOULD BE SENT TO THE HONGKONG DAILY PRESS.

SUBSCRIPTION RATES:

Hongkong: one year	\$13.00
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Any address: post free one year	\$15.00
Do. do. six months	\$ 7.50



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AFTER a day of sports, replenish your energy and refresh your body with a delightful drink of cooling Welch's Grape Juice. Just the pure, invigorating fruit juice of Nature's choicest grapes. A wonderful tonic for tired nerves and body. Taken before meals, it increases the appetite and aids the whole digestive process.

THE WELCH GRAPE JUICE COMPANY
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(China) Ltd.
2, Cross Street,
Singapore.

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, FRANK RAMEY.]

PARIS, August 16th.
When all the world of Paris that counts is away sunning itself in some seaside or mountain retreat, the designers of the capital are spending feverish days putting the final important touches to their Autumn collections and showing them to the buyers from their own and other lands, who are spending equally feverish days choosing the models from the array which verily seems to be as unlimited as the ocean itself, and which will set the fashion for the coming season in each country to which they are sent. Some of the designers show their entire collection on one grand opening day, or evening; others have prepared a stock so numerous that it takes three days to show it off to the public, very much like a Chinese grand opera. There was such a file of motor cars in front of the house at some of the openings, such a calling for chauffeurs and such a confusion generally that the entire block took on the elegant importance of the Faubourg St. Honoré on the occasions when there is a reception at the Elysée, the British Embassy or the Cercle Interallié.

ELISIVE FEMININE.

There were numbers of afternoon dresses in georgette and lace, charming creations that were one mass of elusive femininity and feminine grace. There were other frocks in alpaca and silk poplin, equally attractive though more simple and severe in line and detail. These were trimmed for the most part with embroidery worked on in a host of harmonising colours, silk, beads, tiny leather thongs, and wool being the different mediums chosen. There were also any number of velvet dresses, sometimes depending only on an impeccable line or a touch of embroidery for effect, sometimes, as in the case of evening gowns destined for the grand occasions, embroidered in sparkling diamonds, sometimes, as in the case of a brown velvet afternoon dress, inset with panels of brown plaid cloth.

SEVERE TAILOR-MADES.

The tailor-mades were all plain in detail and severe in cut and the majority were made of soft woolen materials. Kasha and other Rodier weaves predominated, and brown in its varying shades was the colour most favoured. There was a smart mannish air about some of them, although none belonged to that category which the French call "tailleur classique" and which English tailors consider the only costume which has the right to call itself tailor-made. The skirts were straight, narrowish and short; the jackets were finished with a tiny belt running across the back. Generally, there were little pull-on velours or felt hats to match. Perhaps the one personal note about the tailor-mades at Lucile's was the fact that, with each suit, there was shown a *crêpe de Chine* jumper to match.

TWO-PIECE COSTUMES.

A feature of the collection was certainly the two-piece costumes. None of the coats of these were long, nor the skirts, either. The coats were for the most part made of a combination of two materials, either inset in the form of panels, godets or stripes, and the dress underneath was made of the material most predominant in the coat. Many of the coats were trimmed with bands of fur or embroidery, the same trimming, naturally being repeated in some form on the dress.

The travelling coats were made mostly of a heavy type of cheviot, of kasha or of velours. Leather in bands or inset stripes worked on in intricate patterns, was the favourite method of trimming. There were, also, a number of striking-looking capes, cut on the lines of a military cape, destined for wear with some of the day frocks.

For the evening gowns, Rossi had called gold and silver lace to his aid, rich shining velvets and gorgeous laces, and with these he had fashioned gowns so gorgeous that they seemed fit only for some Empress of old Byzantium to wear. An original feature he introduced in some of these was the single sleeve, many of his models showing merely one arm wholly or partly covered, and the other quite bare.

MORE NORMAL WAISTLINE.

Premet demonstrates quite forcibly by her models in her Autumn collection that she is in favour of a return to tighter-fitting clothes, a more normal waist-line and fuller skirts; in short, a return to fashions less iconoclastic in line and detail than those which post-war youth has insisted upon. Apart from these new lines, which, by the way, Premet has been doing her best to introduce for the last season or so, perhaps the one outstanding feature of the collection is her wholesale use of dyed fur. There is fur of all shades to be seen, from purple and green to an unusual shade of claret that she uses very effectively in conjunction with white materials. One ensemble that was most striking, showed a white kasha coat trimmed with a deep collar and cuffs of a purple shade of blue; the jumper which was worn underneath with a simple white pleated skirt, was embroidered in different quaint designs with the same shade of blue silk; as for the collar, not content with using fur dyed all the colours of the rainbow, Premet is using it, cut into all the shapes and dimensions known or unknown to Euclid. Her models are trimmed with fur cut into triangles and patterns that one never sees nowadays except in the frenzied pictures of a Cubist artist; there are godets of fur inset into other models, uneven bands

(Continued on next column).

MARKETING EMPIRE FOOD.

GOVERNMENT PLANS TO FIND THE MONEY.

As the new Imperial Economic Committee has progressed sufficiently far with its work to make recommendations on means of improving the marketing of Dominion produce, the Government must give early attention to the steps necessary to carry them into effect, says a writer in a Home paper.

In the meantime attention is being directed to the fact that no provision for the spending of the £1,000,000 a year allocated for this purpose was made in the Budget.

It is gathered that the Government does not anticipate that it will be called upon to produce any large proportion of the annuity for the current year, since the schemes will not be sufficiently advanced, and hopes that any expenditure incurred may be met by savings on departmental estimates.

It is probable that the principal economies will be called for from the Ministry of Agriculture and the Board of Trade. The expenditure on agriculture, fisheries, and forestry in the present year is estimated at £3,601,678, compared with a pre-war expenditure of £2,91,068.

GEDDES REPORT IGNORED.

In 1923 the Geddes Economy Committee recommended that the net estimate of the Ministry of Agriculture alone, then standing at £2,050,171, should be reduced to £1,763,000. Instead it has been increased by approximately £300,000.

The Geddes Committee also made a number of other recommendations which have not been carried out, including:—

The abolition of the Ministry of Transport and the Department of Overseas Trade as separate departments, their duties to be handed over to the Board of Trade.

The abolition of the Mines Department, its various functions to revert to the Departments originally responsible for them.

The present cost of the Departments referred to is as follows:—

Board of Trade	£394,714
Overseas Trade	345,907
Mines Department	168,543
Transport Ministry	116,293
Total	£1,025,457

These are among the questions which will be reviewed by the recently appointed Standing Committee of the Cabinet on public expenditure. The Committee already has called for statements from a number of the spending Departments.

bordered with fur, bands of fur running diagonally down the length of a dress or coat and fur, itself striped with fur of another colour. I was particularly struck by a number of examples of grey fur striped with a fur dyed a vivid green. Premet is also using fur collars on most of her coat frocks, which she has cut slim and irreproachable in line. The coats, too, of her two-piece, and one-piece costumes, she has finished with a fur collar. Jersey, kasha and tweeds are the materials she has chosen, and the coats are either long or three-quarter in length. She has compromised with some models by adding a touch of embroidery in the place of fur.

CRÊPE MÉDAILLE.

There were a number of lighter type of coat in a new silken material known as *crêpe médaille*. This is a patterned fabric, in this case, in shades of black and green, and fashion critics predict a popular reception of it this Autumn. Another new material being launched in the collections is a kind of transparent white velvet.

VELVET IN FAVOUR.

Premet is using velvets a great deal for her evening models, also, chiffon, and she is creating original effect by combining two shades of the same material. One chiffon dress, for example, which I noticed, showed a black skirt and a pink bodice. In nearly every case, there was an evening wrap designed to match a particular dress, with which it was supposed to be worn, and no other. Velvets and laces were the materials most in favour for evening wraps.

LINE LITTLE CHANGED.

Summing them up, the clothes for the coming season show little change in line, colour or detail with the clothes of this or last season. The line is straighter in some cases, more flaring in others; skirts shorter with some designers, longer and wider with others. And there is such a jumble of materials generally, that the one conclusion one inevitably arrives at is that Dame Fashion has become, surprisingly indulgent and no longer lays down a strict law which forbids the wearing of lace and chiffon in winter and felt and velvet in summer. A smart woman may now wear a straw hat smilingly all through the winter, and a felt one crushed onto her head throughout the summer, if she chooses to do so; likewise, she can dye her fur any shade of the rainbow that appeals to her, and trim her lace or chiffon evening dress with it, and no one will think of calling her or her toilette ridiculous. Since the war, there has been a revolution in the fashion world, as in the worlds of morals and manners, and the general attitude towards these has become so sane and reasonable that it has liberated women from the tyranny of the past in the matter of her clothes, almost as completely as it has liberated her from other tyrannies based on prejudice and tradition.

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Perfect service and every convenience known to the highest-class Hotels.

Every room is a cool outside room, with private bath and modern plumbing.

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AMERICAN PLAN	
Single Mex.	\$7.00 to \$10.00
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Excellent Grill and Ball Room in connection with the Hotel.

Personally managed by JACQUES KLASS.

TELEGRAMS "PLAZA" SHANGHAI.
PLAZA "Porters" meet all Steamers and Trains.

[256]

S.S. "PORTHOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LER, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 Noon, To-day, requesting it to be landed here.

"Bills of Lading" will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 23rd inst., at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Saturday, the 26th inst., or they will not be recognized.

All damaged Packages will be examined on Wednesday, the 23rd inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSHER, Agent.

Hongkong, 17th September, 1925. [256]

NORDEUTSCHER LLOYD, BREMEN.

THE STEAMER "SCHLESSEN".

Having arrived from BREMEN, HAMBURG and LER, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 22nd Sept. will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on 21st inst., 1925.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELOHRS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN.
Hongkong, 16th September, 1925. [256]

GERMAN DUELS.

STUDENTS CAN SLICE EACH OTHER AS BEFORE.

Mensur, or student check-clashing, is not properly duelling, and cannot be condemned as such, according to judgment pronounced in the Heidelberg Court. Heidelberg students can continue to slice each other and develop "arve" as heretofore.

The sudden arrest of a number of students a short time ago in an historical student tavern in Heidelberg, on the strength of a Parliamentary decision that student-duelling was included in the anti-duelling law, alarmed students throughout Germany, since it would have destroyed the time-honoured institution of student drinking and duelling corps. The Heidelberg decision restores this traditional right. This decision reassured the students assembled for the Berlin conference.

A deputation of students proceeded to Potsdam, visited the grave of Frederick the Great at Sans Souci, and later visited the aviation field, where they were addressed by Dr. Eckener, to whom the students had promised financial and moral support for the coming North Pole flight. Dr. Eckener congratulated the students on safeguarding the old German idealism, which shows that the German spirit cannot be withered by gross violence. He explained that the coming North Pole flight aims less at reaching the Pole than in testing the capacity of a Zeppelin under Polar conditions.

IN COURSE OF COMPILATION.

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THE NEW CRUISERS. EXPEDIENT IMPOSED BY THE ECONOMY POLICY.

[BY MR. HERBERT MURRAY.]

The decision of the Admiralty to build two distinct types of cruiser under the programme of five years' replacements is most probably an expedient imposed by the necessity for economy. I imagine there can be very little question that had the Board been unlettered by any other consideration than that of the highest standard of tactical efficiency they would have plumped for all Class "A" ships, which we know to be vessels of 10,000 tons, armed with six guns, and probably good for 33 knots. In the alternative they have elected to maintain numbers at the expense of uniformity of fighting value. The general impression is that the Class "B" cruisers will be vessels of about 7,500 tons, but exactly what detailed loss of sea-keeping and combative qualities this reduction of displacement by 25 per cent. will entail must remain conjectural. I do not believe that this partial reversion to the system of graded cruisers which existed until the cruiser was practically evolved out of existence by the battle-cruiser is deliberate, but I do believe that it can be adequately justified.

Warship design stands as the material embodiment of current tactical ideas. At the present day tactical ideas of naval warfare are probably simpler and more concrete than they have ever been since the advent of steam. The Great War is now sufficiently remote to permit of a clear, judicial perspective. The strategic situation has been greatly simplified by the fact that there are now only three sea Powers in the first-class category as against seven before the war. The proposition before the Admiralty is that we are called upon to maintain a nominal equality with the United States Navy and a 30 per cent. superiority of strength over the Japanese Navy. This is the simple meaning of the 5-3-3 formula agreed upon at the Washington Conference. The other naval Powers have voluntarily taken up a purely passive attitude; their rôle is reduced to one of national defence only, as expressed by ensuring the security of territorial waters. Therefore we have no cause for active concern in the policy of the other naval Powers.

Our Fleet is "wearing out" and needs replacement. We can only measure the extent and character of this requisite replacement by reference to what the other two first-class Powers are doing. The question of "friendly relations" has nothing to do with the Admiralty view. This is a political, not a military aspect. The Admiralty are only called upon to contemplate two great fleets in being, and to keep pace with their progress so that the 5-3-3 ratio shall not become a meaningless formula. There is no implied threat to anybody in the principle of "keeping fit." A nation must keep fit quite as much as an athlete if it hopes to maintain an authoritative voice in the councils of the world.

I think we may define the present tactical period as the cruiser era. There is considerable diversity of opinion as to the precise value of the capital ship; there is none regarding the cruiser. The emergence of the Pacific zone into the strategic vision of naval thought gives a new aspect to our traditional conception of war at sea. Heretofore we have envisioned European waters as the decisive area; the Narrow Seas in the foreground and the Mediterranean as the ultimate limit. Fighting beyond this area we have looked upon as episodic, and as likely to amount to only a small collective factor in the final issue.

But now this is all changed. And the change brings us to the prospect of ocean warfare, in its widest sense. The tactics which always presuppose a base within a day or two's steaming are rather in the melting pot, and the type of warship essentially designed to materialize this conception is rather in the melting pot with them. Tactics must necessarily be governed by geographical ideas. Some day we may find ourselves back at the base operations principle. For a good many years ahead, as far as it is humanly possible to foresee, we are very much at sea. And therefore we want the type of warship which will best enable us to keep at sea.

All the great sea Powers are likewise great maritime Powers in the commercial sense. The one follows the other: a nation with no trade interests worth speaking about at sea is not going to the expense of keeping up a big Navy. Let us take this as an elementary strategic thesis. A country possessing a great sea-borne trade can be struck most effectively through that trade. Great Britain and Japan could be speedily reduced to submission by an effectual blockade, assuming such a thing were possible to establish. The United States is self-supporting, but the destruction of her ocean commerce would be a blow under which, even with all her colossal wealth, she would stagger very heavily indeed.

Commerce destruction—or capture, which has the same result—figures more prominently in the present-day scheme of naval warfare than ever it did before. Unquestionably this is due to the effect of the German submarine campaign, which, in spite of our dominance of the sea's surface, came perilously near to starving us into capitulation. The doctrine of destruction automatically imposes the obligation of protection, and in the case of commerce a similar type of

vessel is suitable to both purposes. Hence the new rivalry in cruiser construction.

It is very unlikely that when the Washington Conference framed its agreement it foresaw just where that agreement would lead. The real purpose of the Conference was to restrict naval armaments altogether. It has only been successful in diverting the growth of them. Had there been more foresight I fancy the limits of cruiser displacement would have been set lower. But probably this would have resulted merely in the construction of larger numbers. Anyhow, it is significant that Great Britain, France, Italy, Japan, and the United States are building up to the fullest limits in tons and guns; and but for the Washington restrictions this competition must have resulted already in a growth which by now would have equalled the biggest pre-war armoured cruiser type.

The British Admiralty are being forced into reaction from this maximum building. I say "forced" because it cannot be a matter of pure choice. A big cruiser can do all that a small cruiser can do, and a great deal more; a small cruiser cannot compete with size when it comes to gun power, sea-keeping endurance, and (save at a serious relative sacrifice) speed. On the score of fighting efficiency the Admiralty would have preferred that the new programme should consist wholly of Class "A" cruisers.

The conditions which produced such a wide variety of cruiser types between the passing of the Great Naval Defence Act in 1909, and the advent of the three "Invincibles" in 1905, have been largely dissipated. As I have said before, tactical ideas are now much simpler and more concrete. The principle of using a sledge hammer for a butterfly is always to be avoided, but we no longer admit that the best way to avoid it is to build a special type of cruiser for every conceivable character of work. The system which produced the 1st Class, 2nd Class, and 3rd Class cruiser—with plenty of variety in each class—was even more wasteful than the sledge hammer threatened to be.

More than three-fifths of our new cruisers (counting the five laid down during last year) will be of the 10,000-ton type. It is always possible to foresee tactical probabilities, with sufficient certainty to provide for meeting them in the sense of determining where the big ships and the lesser ships may be disposed to best advantage. By keeping the Class "B" cruisers within a more limited radius of action they should prove of just as much value, under a similarity of conditions, as the bigger ships, always providing that speed and gun calibre are maintained. They are not intended to fight anything more formidable than their own types, and if they encounter anything more formidable—on the surface—they will have sufficient mobility to deny action.

But it seems to me that we shall pass through a long transition period during which the British Navy will again possess three classes of cruiser. We shall have the "A" Class, in which may be included the *Hawkins* group; the "B" Class, in which may be included the *Enterprise* and the *Emerald* now completing, and the "C" Class comprising all the light cruisers now remaining on the effective list. History is repeating itself, not through design, but through the exigencies of economy. As the light cruiser class dies out it is difficult to believe it will be replaced. Ships of 5,000 tons, with six guns, were perfectly adequate for service on the remote foreign stations all the time that our main objectives remained in European waters. But now, that foreign 10,000-ton cruisers, with six guns are appearing on those remote stations they are clearly outclassed. The Blue Water School has been revived by changed strategical conditions, and we can no longer be satisfied to build with a view to maintaining the Admiralty of the Atlantic—which really meant the boundary of the Western Approaches and the grand junction of the Middle Sea.—*Naval and Military Record.*

SERVICE IN SUBMARINES.

NEW ADMIRALTY ORDER.

The Admiralty have just issued an order on the subject of service in submarines which is especially interesting in view of the intimation contained in a recent Fleet Order that any naval man may be selected for service in these vessels whether he volunteers or not. The new order consists of one paragraph only, which is to be substituted for one in a former order, and from this it is evident that, although any officer or rating is liable for service in submarines, care will continue to be exercised in order to ensure medical fitness for such service.

With this object the order directs that officers and men selected for service in submarines are to be of good physique and capable of sustaining a considerable amount of bodily strain. In the medical examination care is to be taken that the candidates are in good health and free from any organic or functional cardiac or pulmonary disease, that they suffer from no active constitutional complaints and show no signs of disease of the ear or nose, defective vision, or skin affection, that there is no history of fits of any kind, and that they are not addicted to alcohol in excess; that there should be no hernia or tendency thereto, and no signs of arterial degeneration. It is also to be ascertained that the officers and men selected have a good standard of dental fitness.

POTENTIAL JUDGES.

STATUTORY QUALIFICATIONS.

Amongst the clauses of the Administration of Justice Act, 1925, which comes into force on October 1st, is one (4) stating the qualifications required in those filling High Court Judgeships, and a schedule indicating those who are eligible for various high legal appointments.

It is the established and logical practice in this country to fill all judicial and high legal offices from the ranks of the Bar and the solicitor profession, as containing those best fitted by training and pursuit for such positions. Solicitors have an old standing grievance that the appointments open to them are too few, especially in what may be regarded as the minor legal appointments, and there has been a long succession of references in the annual reports of the Law Society to complaints that have been made of the filling of departmental legal positions—so called "solicitorships"—by barristers, when solicitors might have been thought as well qualified, and to have equal, if not better, claim. Some years ago the Law Society at one of its annual provincial meetings passed a resolution condemning the practice. Later than that, when two members of the Bar were appointed, respectively, to the posts of solicitor and assistant solicitor of the Ministry of Labour, a further protest was made, and the Lord Chancellor declared in reply that the custom of appointing barristers to Government posts bearing the name and involving the duties of solicitor had become too frequent, and expressed his inclination to deprecate its further extension. There are, however, to-day "solicitorships" filled by barristers.

In fact there are amongst the high legal offices only three to which solicitors exclusively may attain, namely, Chancery Masterships, Taxing Masterships, and the post of Official Solicitor to the Supreme Court; and before he becomes eligible for any of these the new Act specifies that the candidate must have practised his profession not less than ten years. There are, besides, two offices for which solicitors are eligible equally with barristers, Registrar in Bankruptcy of the High Court, and Legal Adviser in Lunacy, and here again, in both ranks, ten years' actual practice is the qualification.

For all judgeships, barristers alone are eligible. So also is it with regard to the high legal offices of Permanent Secretary to the Lord Chancellor and Clerk to the Crown, Masterships of the King's Bench Division, the office of Official Referee, and Masterships in Lunacy. To be eligible for any of these latter appointments, as well as of a puisne judgeship of the High Court, the qualification is required of ten years' actual practice at the Bar. And before he can become a Lord Justice of Appeal, Lord Chief Justice, Master of the Rolls, or President of the Probate, Divorce, and Admiralty Division, the Act requires that the aspirant must have practised for fifteen years.

Beyond this matter of appointments the Act effects a number of important changes. Without authorising the permanent abolition of any assize town, a proposal which has been included in more than one scheme of legal reform, it empowers the Lord Chief Justice, with the concurrence of the Lord Chancellor, to direct the suspension of any particular assize when the small amount of business justifies such a course being taken. It also practically restores the right to trial by jury to the position as it was before war legislation greatly curtailed it.

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At Bordesley Green, Birmingham, recently a young man climbed a telegraph pole and made his way hand over hand along the wires.

A fire-brigade escape was summoned, but before it arrived Mr. Fred Green, a policeman's son, ascended and got the man down. He was removed to the local police station for examination.

CENTENARIAN'S DEATH.

Mr. William Mumby Snow, who died at Polkmoor, near Exeter, recently, was 101 years old and a member of a well-known family of bankers and wine merchants.

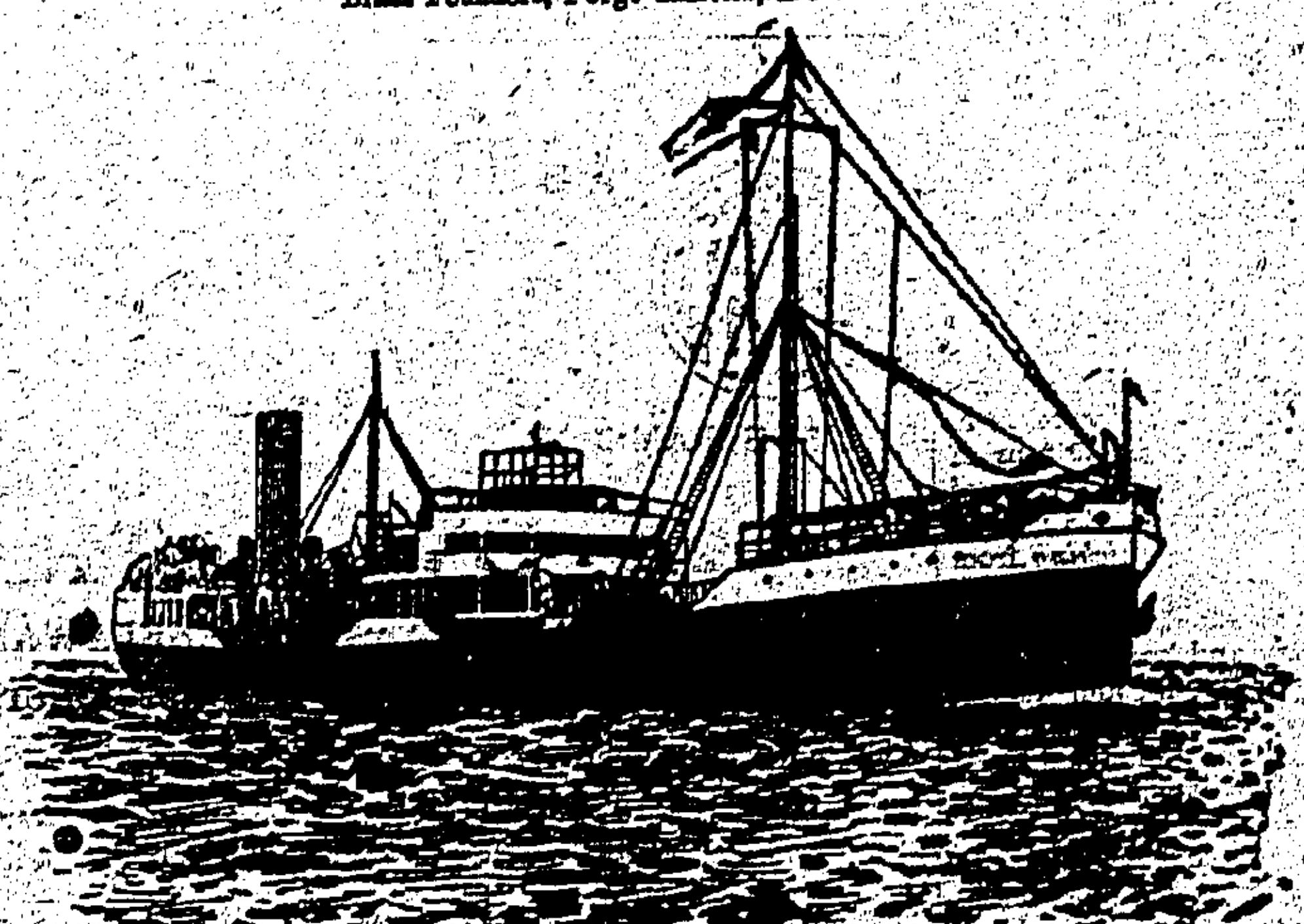
His brother Edmund died last December within eight days of his 101st birthday, and their first cousin, Miss Emily Bond, of Exeter, was 101 when she died in 1916.

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